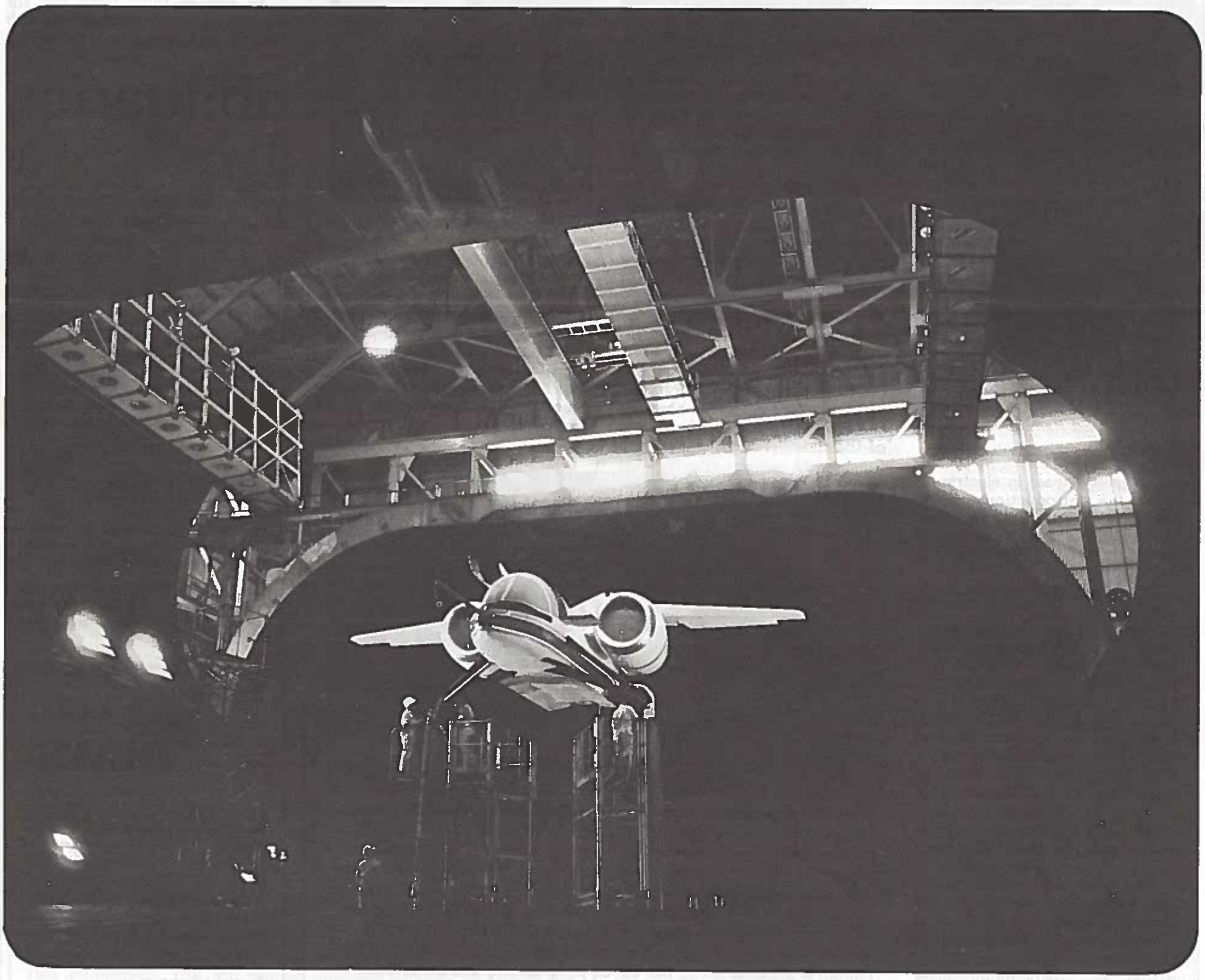
GRUMMAN
plane news

Vol. 39, No. 16, August 8, 1980. Bethpage, N.Y. 11714



VTOL breezes through wind tunnel tests – pg. 3

people

Do it yourself

Everyone talks about writing a book. . .no. Everyone dreams about it. But Ed Ramirez made a dream come true, mostly because he had to.

Ed, a 15-year Grummanite and a group leader in Advanced Aircraft Systems, and a friend, Mel Weiss, were teaching courses in microprocessors back in 1976. Microprocessors are integrated circuits, tiny computers really. They perform all the adding, subtracting and control functions. "Microprocessors have had

Ed Ramirez

the biggest impact in electronics since the introduction of the transistor," Ed explains, "but there wasn't a good book around to teach a basic course in the subject."

So, Ed and Mel began to write one.

"When you're doing something like this in your spare time, it becomes a major project," says Ed about the three years it took for him and Mel to write the book. Besides that, Mel, then a Grummanite, had been transferred to Pt. Mugu, California, and later went to work for Hughes Aircraft in Culver City. Through the three years each had to make occasional trips to the other coast to keep their work in synch.

The book was published this January by McGraw-Hill. Ed and Mel each wrote five chapters of "Microprocessing Fundamentals: Hardware and Software," a basic design & programming book intended for two year college students, hobbyists and others with not much more background than a interest in the field.

"McGraw-Hill feels they've sold a good number since it came out. Many colleges will be using it this fall. We would like to see it sold on the open market eventually."

So good was the collaboration says Ed, that "We've started working on our second book. But this one will be an advanced book."

Meanwhile, he's still teaching. "It's good therapy."

Weather or not

Though Ralph Iacontino doesn't have a big toe that acts up when it's going to rain, he does a pretty good job of predicting the weather conditions for Food Services' Picnic in the Park at McKay Field.

Ralph, who calls himself an amateur meteorologist, volunteers his services. "My grandfather sparked my interest in weather conditions years ago," says Ralph.

He's been calling the weather shots for Picnic in the Park for four years now . . . "ever since, some of my friends got caught in a downpour over at McKay."

Tom Thompson of Food Services reports that Ralph has "hit the nail on the head 99 percent of the time." Food Services used to go by the local radio station's weather reports, but these reports are usually for a wide segment of Long Island. Ralph concentrates on the Bethpage area only and by 10 a.m. calls in his tailor-made weather report to Food Services.

Being able to know the weather during the lunch periods has helped save time and energy in carting over the food and drink in the morning, reports Thompson. It also helps Grumman diners plan their lunch break.

Ralph Iacontino

Ralph doesn't limit his amateur meteorological reports to McKay Field. He's a weather watch reporter for various radio stations on Long Island and Conneticut.

Now that the weatherman's identity has been revealed, McKay Field diners know whom to blame if they get caught in a downpour while lunching outdoors.

They do notice. *The Navy surprised Jim Philbin and the Grumman people attending the retirement reception of Capt. Tom McClenahan, commander of Airborne Early Warning Wing 12. McClenahan (L) presented Philbin with a plaque recognizing the E-2C program peoples' dedicated support of the plane since its introduction into the fleet. 'Jim Philbin and all the people who make up the program,' McClenahan said, 'left no stone unturned in their efforts to optimize the product that we in the fleet now have the good fortune to fly.' Philbin is the director of the E2/C2 program and was the pilot of the E-2C on its first flight.*

Free tours

The Nassau County Recreation and Parks Commission is now conducting guided tours of the Cradle of Aviation Museum at Mitchel Field.

The museum, which is not yet open to the public on a daily basis, will accommodate groups and individuals by reservation only on Fridays, Saturdays and Sundays from 1 to 5 p.m.

The Cradle of Aviation Museum boasts many exciting aviation artifacts, including an exact replica of the Wright Brothers first plane, an early helicopter, a mockup of Grumman Aerospace's Lunar Module, and many others.

To arrange these tours, call for reservations any weekday from 9 a.m. to 4:45 p.m., (516) 292-4348.

obituaries

JOHN F. PERSINGER of CH-53E Assembly, Pl. 77, died July 13 at the age of 38. He had been with the company since 1980 and resided at 7 South Court, Okeechobee, Florida.

WILLIAM J. REICHERT of Corporate Rate and Factor, Pl. 5, died July 18 at the age of 58. He had been with the company since 1967 and resided at 545 Davis Street, N. Babylon.

ANN TAYLOR of Pride Line, Pl. 2, died July 21 at the age of 63. She had been with the company since 1972 and resided at 48 Warner Ave., Hempstead.

ANGELO CECERE of Maint-Facil Equip. & Gen., Pl. 35, died July 23 at the age of 64. He had been with the company since 1969 and resided at 221-13th Ave., W. Babylon.

Personals

We wish to express our deep appreciation to all Jim's friends and co-workers for their kindness and understanding. The Catlett Family

Many thanks for the warm expressions of encouragement and friendship during my recent recovery from surgery. Harold Durfee

GRUMMAN **plane news**

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

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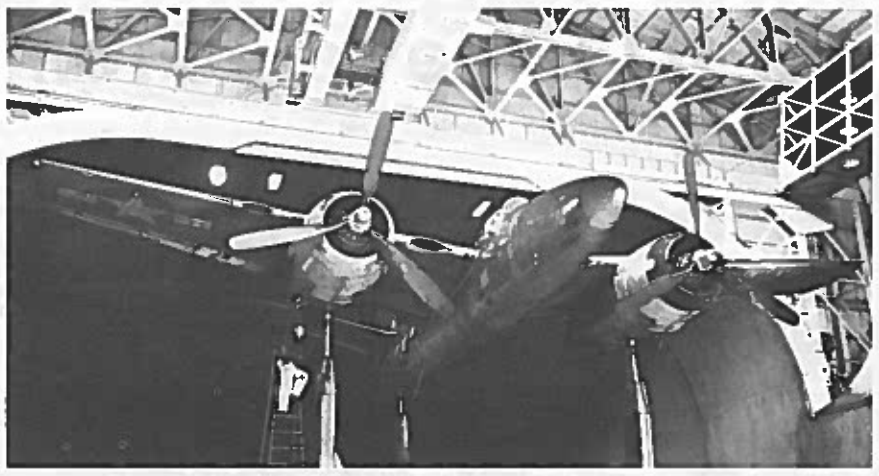


Tigercat. *Thirty-six years ago, the F7F-1 went through its paces at Ames.*

Grumman planes were first in, last out at Ames tunnel

Grumman's VTOL was the last aircraft to be tested in the NASA Ames Research Center wind tunnel. The 40 x 80-foot facility is closed now for major modifications, and will reopen as an 80 x 120-foot wind tunnel by late 1981 or early 1982.

Another Grumman plane—the F7F-1 Tigercat—was the first production aircraft to be wind tunnel tested at Ames. This 1944 photograph is from NASA's archives—from the days when it was NACA (National Advisory Committee on Aeronautics).

The Tigercat was a twin-engine, single-place night fighter equipped with radar. Thirty-four were built for the Navy between April and October of 1944. Eight variations of the plane were eventually developed from this basic design.

One of them was the F7F-2N, which was a two-place night fighter with a place for the radar operator. It had larger radar and equipment to carry additional armament.

Another variation was the F7F-3, which was a single-place, day-fighter version built for the Marines with a different Pratt & Whitney engine and an additional 80-gallon fuel tank.

Then there was a two-place night fighter version of that plane, the F7F-3N, followed by the F7F-3P, which was an F7F-3 converted to photo-reconnaissance. The fuselage guns were removed on this plane and a camera was mounted in the nose.

Ernie Anzalone of Plant 4 remembers the Tigercat. He worked on the flight line 36 years ago and recalls watching Tigergats fly over the fence.

"It was a pretty airplane . . . very sleek looking, and very fast," he says. "Just in terms of its appearance, I always thought it was a little ahead of its time."

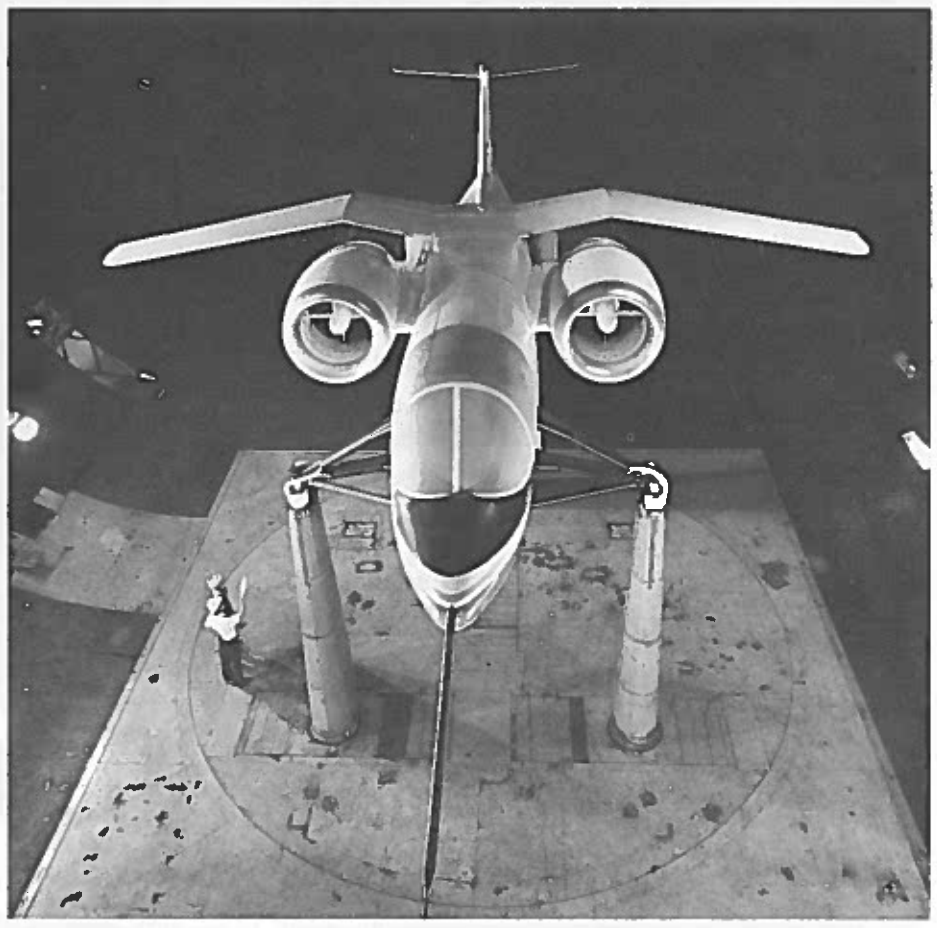
Actually, the Tigercat arrived on the scene a bit too late. Although 1,650 in various configurations were ordered, only 175 were delivered—and these were in the training phase when World War II was winding down. None of the Tigercats saw combat until several years later, when the Marines used them during the Korean Conflict.

See you in September

Because of summer vacations, this issue of Plane News will be the only one published in August. In addition, we will not publish the Classified Supplement on August 29 and September 5.

No ads submitted between today, August 8, and Tuesday, September 2 will be accepted for publication. Only ads received after September 2 will be published in the September 12 edition of the Classified Supplement. This will help us eliminate the huge backlog of ads and speed up the service for all Grummanites.

VTOL dynamics proven in 141 wind tunnel tests



Grand scale. *This VTOL model was tested for four weeks; more tests will be run in September. (Photos by Rich Breunig)*

After a month of extensive wind tunnel testing at NASA's Ames Research Center in California, Grumman's VTOL (vertical takeoff and landing) aircraft has come through with straight A's.

"The tests confirmed our predictions about VTOL's aerodynamic characteristics," says Bill Rathke, VTOL program manager. "The data we turned up proved our theoretical analyses . . . and it puts us that much closer to building the real article."

The tests measure aerodynamic forces on the plane and record its stability in all modes—from vertical takeoff to forward flight. A total of 141 separate test runs were performed, recording data at 828 test points.

"There is a great deal of instrumentation on the VTOL model," says Rathke. "It's one of the most sophisticated test models we've ever done."

The VTOL is a joint effort by Grumman, the Navy, and NASA. Grumman did the design work and fabricated the engine package; General Electric modified their TF34-100 engines under contract to the Navy; and NASA fabricated the rest of the aircraft.

Grumman has been working on this VTOL concept since 1976. The design for a subsonic, high-wing aircraft combines the go-anywhere conveniences of a helicopter with the load-carrying abilities and speed of conventional aircraft.

"The design grew out of the Navy's need for a utility-class aircraft that could operate off smaller ships," says Rathke.

A VTOL aircraft could take off from helicopter pads, and wouldn't require arresting gear and catapults of aircraft carriers. It could be used to provide targeting information for ship-based weaponry, for early-warning and anti-submarine warfare, and for cargo delivery.

The next testing phase at Ames will begin in September, when the VTOL will once again be mounted on an outdoor test stand to test ground effects. (It had been mounted on the stand in early June for a functional check of the engines.)

"Having the engines in an upright position for vertical takeoff presents special problems," explains Rathke. "The hot air from the engines is being exhausted to the ground instead of off to the back. NASA will be adding more instrumentation, and we'll check out problems such as overheating and re-ingestion of hot air."

The September test phase is expected to last four weeks.

Here's lookin' at you, too. *Plant 66 in Milledgeville, Georgia, celebrated it's fifth birthday with a picnic for the employees. There was plenty of good eatin' and good music — Country and Western and Disco — for the 226 employees who attended. The people at the plant have seen five years of steady growth in both plant population and business, with a number of special events. But, says Plant Manager Lou Iuliucci, as far as picnics go, 'this is the best picnic we've ever had.'*

Many get new assignments

In recent weeks, the following Grummanites have received new appointments:

In addition to his duties as Vice President-Electronics and Software, Alexander Alexandrovich has been named acting director of Military Space Surveillance. He is responsible for all IR (Infra Red) Surveillance programs, Space Based Radar programs, and Irvine Operations in California.

Bill Trillo has been appointed general manager of the Product Development Operations Center (PDOC).

In Business Development, Mike Ciminera has been named director, Advanced Systems Technology; Donald Cook is appointed director of Advanced Aircraft Systems, and Robert Steele has been named deputy director of that group.

In Manufacturing, Vincent DeStefano has been appointed director of Manufacturing Production Control; Chris Hansen is director of Manufacturing Planning; and Joseph Frisino director of Manufacturing Administration.

Herb Grossman has been appointed deputy director of Manufacturing, as well as Acting General Manager of Bethpage Operations.

In Security and Corporate Services, John McNamara has been named deputy director, Security and Corporate Services for Facilities Maintenance; and Harry Volz has been appointed deputy director, Security and Corporate Services for Security and Transportation.

Stuart appointments

The following people recently received new assignments at Grumman Aerospace's Stuart Operations facility in Florida:

Robert Saelzer, 767 Operations manager; Joseph Cassese, 767 Production manager; William Hardern, 767 assistant Production manager; William Mang, Operations manager for all programs except 767; Leckey Hudgins, Administrative Services supervisor; Art Anderson, Stuart plant controller; Bob Heggie, Stuart Operations Corporate Systems coordinator; and Ludwig Blum Jr., foreman of 767 Subassemblies.

Inflation-free

Want to find out why inflation is everybody's headache? You can find some answers — and relief — in a free booklet, "Dollars and Sense . . . Inflation: what it is and what you can do to help fight it."

For this free brochure, write: "Dollars and Sense," Pueblo, Colorado 81009.

Need a ride?

BROOKLYN: Ocean Pkwy-Belt Pkwy to Bethpage, 8-4:30, join or start car pool. H. Barina X4279/(212) 851-5173

COMMACK/E. NORTHPORT: Van Pool to Bethpage, 8 am shift, $55/20 working days. B. Wellner X9596

RONKONKOMA: To Plt 30 area, 8-4:30. D. Nicholson X2204/6105

SMITHTOWN: To Plt 6 or 7. D. Turano, 265-0846

EF-111 line set to roll

The first U.S. Air Force F-111 slated for entry into Grumman's EF-111 modification line at Calverton arrived from Mountain Home Air Force Base on Monday, July 28. Above (L to R), Air Force Majors Frank Casey, Tom Milligan and Robbie Van Sickle turn the aircraft over to Vern Kramer, EF-111 program manager; Tom Merritt, general manager of Calverton Operations; and Capt. Richard Breckon, Navy Plant Representative.

This first EF-111 production aircraft is scheduled to be delivered to the Air Force in September 1981. Two more F-111s will be delivered to Grumman this year for incorporation into the Tactical Jamming System production line. Two other F-111s have been modified as prototype EF-111s, and will eventually become production aircraft. (Photo by Gerry Costello)

'Final Countdown'

Puzzled by a bizarre chain of events aboard the nuclear aircraft carrier U.S.S. Nimitz, (above L to R) Martin Sheen, James Farentino, and Kirk Douglas study their charts in "The Final Countdown," a new United Artist motion picture release.

This new movie, which opened at Long Island theatres last week, tells the fictional story of a naval aircraft carrier on December 7, 1980 that disappears in the Pacific—and reappears December 7, 1941 . . . off Pearl Harbor. Grummanites will get a kick out of seeing F-14 Tomcats in aerial combat with WWII Zeros. Grummanites Dick Milligan, Bruce Montgomery, Gerry Costello and Tony Tenreiro served as technical advisors for the film. Check your local movie listings for "The Final Countdown" showing in your town.

Picnic crews whistle while they work

Driving along the Long Island Expressway at 4:30 a.m. on Saturday, July 26, the road belongs to the East End fishermen—and Grumman folks who gave up their weekend to work at the 1980 Family Picnic.

At the spacious Calverton picnic grounds, soon these good-hearted souls are finishing up their coffee and danish . . . and scurrying off to their day's assignments . . . hot dog detail, ice cube deliveries, carousel operations, train conductors, beverage distributors, security, entertainment, and medical.

Time passes quickly. At 7 a.m., Security patrols report that the line of picnickers' cars is over two miles long. Charlie Fuschillo, head of Employee Services and picnic coordinator, gives the word to open the gates as soon as possible.

Daral Baker of Plant 6 Paint is relieved; he's been waiting on line since 4:30 a.m. Hundreds of fellow Grummanites are filed behind him along Route 25A. "My

Daral Baker

friends elected me to be the person to reserve the tables for my department party," yawns Daral.

By 9 o'clock, picnic tables are already a luxury as thousands of early-birds stake their claims. Little Chandler Bierre is stalking his sentry post. He's in charge of guarding three picnic tables while his dad and brother lug the barbeque grill and ice chest to the tables.

Meanwhile, the pace of the picnic workers steps up. Stan Miron of Plant 21, who's been serving beer for 37 years at Grumman picnics, oversees his booth set-up. "Things have certainly changed," reflects Stan. "In the early years we had wooden kegs with spigots, then we moved onto the pumps, and now we're automated with gas-powered taps . . .no more sore arms at the end of the day."

To Stan, this is a fast-moving day. "I've got the coolest spot at Calverton," he says, leaning against a box of ice cubes and blocks in the center of the booth.

Joe Mauceri agrees with Stan. "Twelve years ago, I started working in the huge parking field," says Joe who works in Plant 2 Hydraulics. About eight years ago, he was transferred from the "dust bowl" to the cool confines of a beverage booth.

"I love working here," says Joe. "All my friends come to visit me. In fact, the number of friends has multiplied over the years."

During the past 25 years, Charlie Greco, Great River pro-

Chandler Bierre

duction administrator, has worked in "every booth and spot at the picnic." But for the last 12 years Charlie's found his groove in the races.

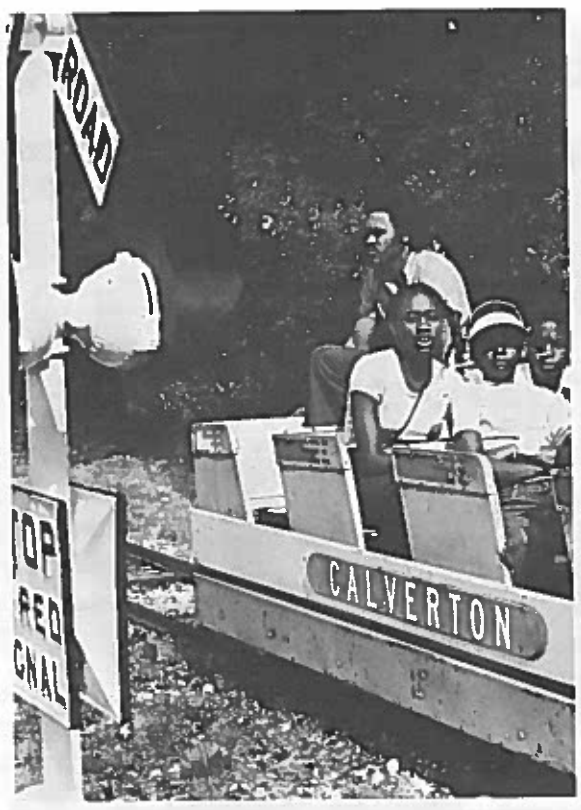
"The two-and-a-half hours I'm out here on the athletic field go real fast," says Charlie. "I enjoy the little guys and the older racers acting like little kids." After a few hours on the sun drenched field, Charlie heads for the nice cool shade of the oak trees.

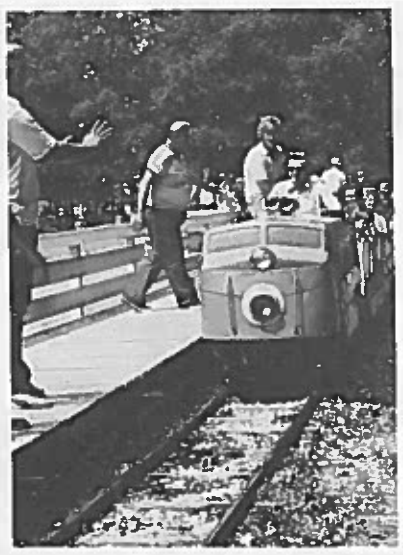
Immediately after the entertainment show, Cosmo "Striggy" Strigaro of Product Development Center in Plant 5 gets to work. He's been involved in the junior gloves competition for over 20 years.

"You have a lot of spunky kids here," states Striggy. "We try to match up the youngsters according to age and physical make-up. Most of the boxers have a good time of it. Unfortunately, some of the parents and audience expect to see AAU boxing. That's not why we're here. They're fun bouts. Everybody's a winner; everyone gets a trophy."

It's a long, hot day for the 250-member workforce, but most don't seem to mind. "Working the picnic is a lot like playing Santa Claus," says one oldtimer. "The smiles on the little folks' faces are worth every little nuisance you might come across."

Picnic '80 — plenty of f





It was only 9:30 on the morning of the 39th Grumman family picnic, but already Dan Baffo and others who were working the entrance to the Calverton grounds knew this was going to be one of the biggest picnics ever.

"They just keep on coming," Dan of Employees Services said as he passed packs of potato chips in through the windows of each entering car.

By 10:30 the parking areas were filled.

"I usually get here at 8:30," said E-2C Program's Rick Hepp. He's been going to the picnic for the last eight years. "I usually get a table under the trees right by the parking lot, but I couldn't even touch one this year."

In the cool morning, one could smell bacon and eggs and sausage cooking on gas grills and charcoal fires of the early arrivals.

Children were lining up at the rides before their parents were finished unloading the cars; workers were lighting gas burners to boil the hot dogs and getting the beverage areas ready.

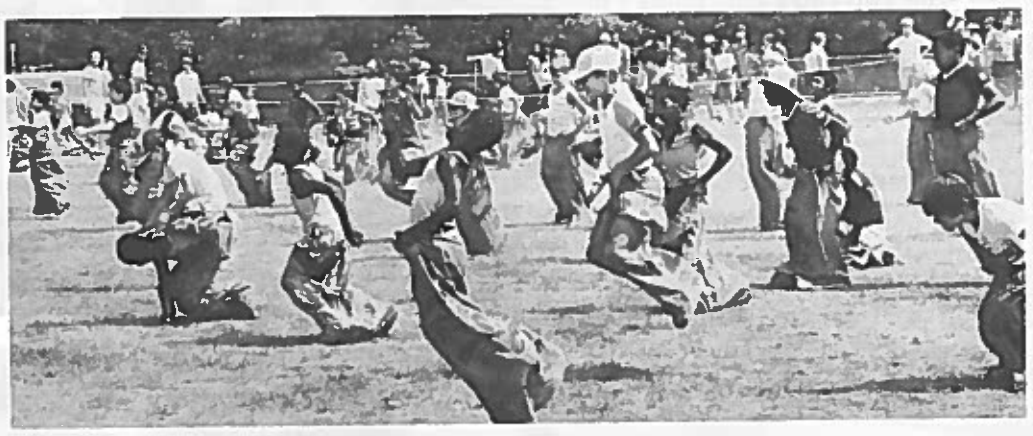
And then it was time to start the fun.

The Grumman band began playing well before George Skurla, Grumman Aerospace President, and Grumman President Joe Gavin, officially opened the picnic by raising the American flag at 10 a.m.

By the time the "Star Spangled Banner" was sung, the place was jumping.

Grumman's Rock Band began belting out music. The children cheered when the rides opened for the day, and their parents too, were glad to take a break and a breezy ride on one of the junior-sized railroads.

Hundreds of adults and children competed in three-legged races and shoeless dashes on the athletic field.



in, sun, good company

Just before noon, the Minutemen of Long Island Fife and Drum Corps marched to the bandstand wearing three-cornered hats, muskets shouldered, and piped a "Happy Birthday" in honor of Grumman's 50th birthday.

Glad they came

George Skurla then welcomed everyone. "No event has reflected more of the Grumman family feeling or personality than our Grumman picnics," he said, referring not just to the Long Island gathering, but to picnics held by Grummanites throughout the world. "This is the biggest one in 10 or 15 years. Employee Services tells me we have close to 40,000 people."

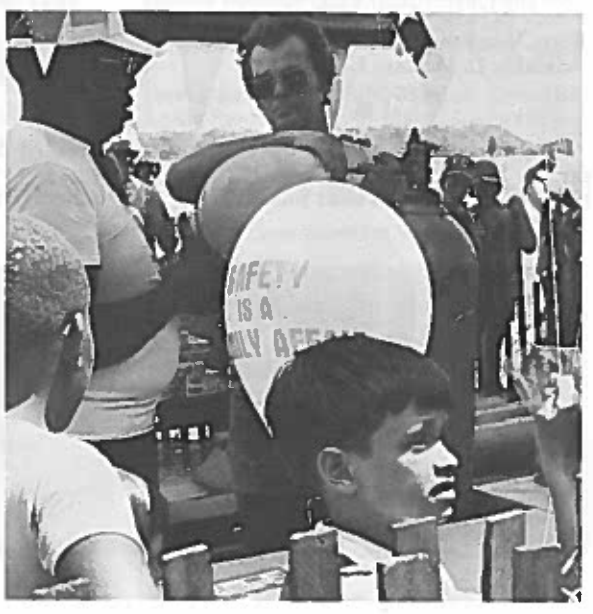
Grumman Corporation Chairman Jack Bierwirth echoed everyone's feelings. "Have you ever seen a better day? This, is terrific!"

And with that, on went the show! There was a roller-disco star, a delightful mime who built up a sweat moving "heavy" balloons and a juggler with lots of business up in the air and only one wheel of a unicycle touching the ground. For the children, young and old, there were Conty's dancing doggies and Mr. Jiggs, a brilliant chimp with a well-trained human assistant.

Although it was a hot day, it was cool and breezy for the picnickers under the shade trees. Most of the families supplemented the two-and-a-half tons of hot dogs served with barbecues of their own.

At the prize drawing, Frank Mirabelli won a Grumman canoe and 25 others won hair dryers or smoke alarms or portable radios or one of several other prizes.

The children took home gliders from the Pride of Workmanship booth and balloons from the Safety booth and the happy, tired feeling of having run themselves ragged racing from merry-go-round to ferris wheel and back.



Photos by Karl Thoma and Larry Wallendael

R. Burrell

J. Traina

J. King

R. Walsh

F. Durham

R. Rulon

T. Tatarian

J. Casey, Jr.

C. Catalanotto

service milestones

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July

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Harold A. Henkel, Prototype (2)
Earl Tobie, Prototype (2)
Frank Vagnoni, Repair Cntrl. (6)

August

Alfonso Picari, Prod. Cntl-Parts Cntrl (3)
William V. Bertram, Assy Method & Plnng (5)
Richard A. Pollog, Maint Controller (7)
Reno J. Nicoli, Land Gear Carrier Suit AB/ARM (25)

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Theresa M. Donlon, Gen. Commod. (30)

August

Paul Surmacewicz, Tanks & Ducts (2)
Frank P. Howell, Flight Ops. (4)
Felix VonSchwanen, Flight Ops (4)
Adelaide L. McKay, Legal (5)

●

Due to a number of 25 year anniversarians on vacation, PLANE NEWS will publish more photos next month.

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July

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John P. Blazejewski, Stockrooms (2)
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John H. King, Matl. Mgt M/S (2)
Robert Walsh, Press (3)
Fred F. Durham, Maint. Wast Dispos & Grond (3)
Robert S. Rulon, ILS Training Sys. Eng. (4)
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Donald Colquhoun, Advanced Aircraft Sys. (5)
Donald Cook, Advanced Aircraft Sys. (5)
Richard Nahodyl, Advanced Aircraft Sys. (5)
Nathan Kirschbaum, Advanced Aircraft Sys. (5)
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George Lofsten, Matl. Handling/Storage (6)
Erwin Bruns, Struct. Sys. Prod. Supp. (6)
Edwin Ferris Jr., Corp. Instr Ops & Proj. (7)
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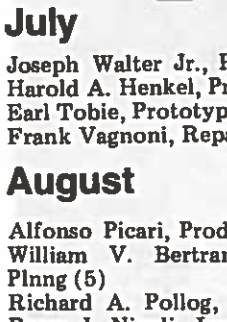
Ellis Beyer, Metal Treat-Finish/Sealnt. (43)
Richard Schwier, Elect. Box Pan & Draw Fab. (43)
Peter Treffeisen, Invent. Mgt. (44)
Charles Eppelsheimer, Insp. Elect. (44)
John Nordin, Mass Prop. Anal. & Cntl. (53)
James Morgan Jr., Prod. Mgmt Ops/Staff (77)
Robert F. Grover, Prog. Contracts (77)
Bruce Gray, Production (88)
Max Hendrickson, Quality Control (88)
Robert Larsen, Log. Serv. (94)

20

July

Lawrence W. Wicklund Jr., ILS Elect. Eng. (1)
Leonard L. Trifaro Sr., Fuselage Joining (2)
Frank E. Leach Jr., Assembly (2)
George Frenzel, Sys. Test/Flt. Integ. (4)
Jeno Kormendi, ILS Equip. Tech. Mgt. (4)
Katherine F. Rash, Financial Op/Secretaries (5)
Edward A. McNally Jr., Bus. Dev. Mgt/Staff (5)
Mario Boltri, Cust. Reqts. (5)
Frederick Heppler, Rec/Shipping Insp. (6)
Robert Guido, Maint-Rearrangement (12)
Carl Gazdag, ILS Tech. Writ. (15)
Bruno Sidor Jr., P.M. Navy Prog. Staff (25)

(Continued on page 9)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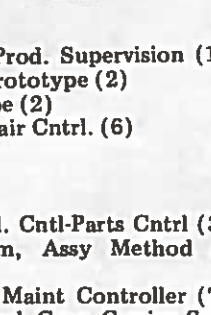
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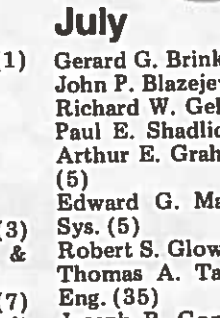
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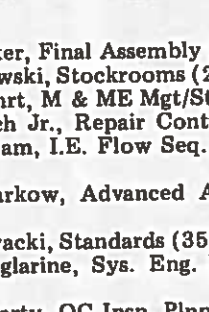
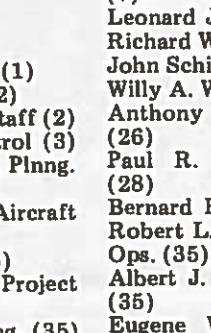
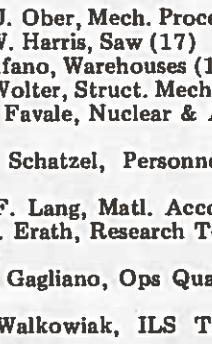
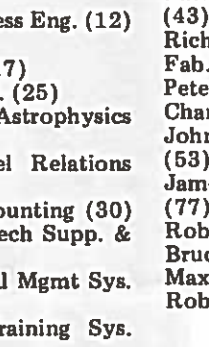
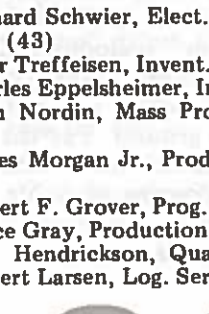
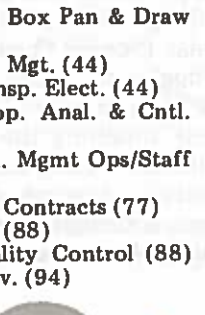

J. Giunta


F. Scheri


L. Brown, Sr.


L. Ober


R. Harris


J. Schifano

W. Wolter | A. Favale | P. Schatzel | B. Lang | E. Walkowiak | R. Collins | F. Hejduk, Jr. | R. Hurtig | N. Giordano

(Continued from page 8)

Carole Ille, Cust. Supply Reqts Mgt. (30)
Theodore Lindblad Jr., ILS Prog. Mgt. (31)
Dario Antonucci, ILS Verif. & ILS Supp. (35)
Theodore E. Luzzi Jr., Fluid Dynamics (35)
George Fuchs Jr., ILS Elect. Eng. (40)
Wilbert Holmer, ILS RF/Cntrls (40)
Robert Walker, Navig & Cntrl Equip. Des. (40)
Joseph Kelly, Log. Services (80)
Robert Papaleo, Prog. Mgt. 161 (86)
Russell A. Noel, A/C Sys. Serv. (94)

August

Dominick D'Amico, Assy Method & Plnng. (1)
Theodore Romer, MFG Sched. (2)
Edward J. Roe, Food Service (3)
Frank Sacca, Inst. Mgmt/Staff (5)
Roy Arzberger, Ind. Eng.-Crewload (5)
Jerome Winsten, ILS Sys. Tech. Mgt. (5)
Walter Monsen, ILS Sys. Tech. Proj. Mgt. (5)
Edmond F. Boivin, ILS Dig. Eng. (5)
Samuel Koeppel, Presentations Servs. (5)
Norman Dvoskin, Ops Anal. (5)
Victor Liotta, PDC Mgmt/Staff (5)
Richard Hogan, Corp. Sys. (5)
John McErlean, ILS Dig. Eng. (6)
Marvin C. Thorne, Indust. Safety/Hygiene (6)
Fred Massaro, Plant Protection (6)
James W. Simms, Engines (6)
Joseph Shableski, Structures (6)
Arrigo Predonzan, Manpower Budg. & Cost Stat. (6)
James A. Barrie, Lab Ops. Inspect. (6)
Edward J. Booth Jr., Flight Ops (7)
Henry T. Wagner, Flight Avionics (8)
Roy Ingemarson, Rec/Shipping Insp. (8)
Frank Wulforst, ILS Pubs Cntrl. (15)
Anthony Caulfield Jr., Navig & Control Equip Des (25)
Kenneth Koehler, Prog. Mgt. Space (25)
Achille Baldassarri, Medical (28)
Salvatore Sinacore, Gen. Subcontracts (30)
John Lynch, Matl. Mgt M/S (30)
Adam Bowman, Elect. Eng. Pwr/Ctrls (30)
John Graham, Research Tech Supp & Ops (35)
Douglas Murray, Illus. & Prod. (39)
Donald Hiestand, ILS Verif & ILS Supp. (40)
Lydia Mallonee, P.M. EF-111 (40)
Jerome Lester, Prog. Manage A-6 (40)
Frank J. Mele, Mech. Struct. & Assemb (43)
John Matuska, Mech. Struct. & Assemb (43)
George Bjertnes, Avionics Sys. Test (43)
Lawrence Kolodzeski, Technology (66)
Richard L. Benson, Composite (66)
Charles Schmidt, Mfg Offsite Supp. (80)
George Vengroski, Production (88)
John Brown, A/C Sys. Serv. (94)

15

July

James V. Gatto, Prod. Release & Analysis (1)
Charles A. Anderson, Prod. Release & Analysis (1)
Ralph E. Classen, Stockrooms (1)
Walter Summers, ILS Resource Cntrl (1)
Peter Holzer, ILS RF/Cntrls (1)
Philip Epstein, ILS Digital Eng. (1)
David Cannini, Cust. Supply Reqts Mgt. (1)
Peter Negra, Cust. Supply Reqts Mgt. (1)
Oscar Moore, Maint-Facil Equip & Gen. (1)
Lawrence Mannino, Small Parts Fab. (2)
Henry Heichert, Controls (2)
Richard J. Connelly, Sub-Assy Major (2)
Robert L. Duffy, Ctr Sect-Sub Assy (2)
Spencer A. Schemel, Fuselage Joining (2)
Kenneth R. Good, Hull Assy (2)
Warren Bush, Avionics Inst. (2)
John Schiess Jr., Avionics Inst. (2)
Joseph Horvath, Final Assy (2)
John F. Nolan, Prod. Cntl-Parts Cntr (2)
Salvatore Rubino, Indust. Eng. (2)
William J. Hetzer, Ind. Eng.-Crewload (2)
Joseph Hinton, Prod. Plnng. (2)
Alvin Walk, Jigs & Fixtures (2)
Samuel Ladson, Jigs & Fixtures (2)
Harry Parsloe, Machine Shop (2)
John Neznamy, Form Block (2)
Nannie R. Washington, Det. Pts. Plnng. (2)
Thomas L. Cornelio, Composites & Adhesives (2)
Thomas Wolfe, Mat & Proc. Mgmt & Staff (2)
Clifford J. Polo, Insp-Mechanical (2)
William J. Treschl, Convent. Mach. (3)
James A. Jack, Convent. Mach. (3)
Adolph Marinucci, Small Parts Fab. (3)
Peter Fass, Assemblies (3)
Dennis J. Murphy, Major Assy (3)
Willie Bishop, Honeycomb Prep. (3)
Henry Bartasek, Mach. Oper-Parts Cntrl (3)
Thomas J. Lento, Maint. Wast Dispo & Grond (3)
John Koszeghy, Aircraft Prog. (4)
Harold Groom, Convent. Mach. (5)
James Reid, Instr. Test (5)
Robert Roth, Final Assy Struct. (5)
Richard A. Smith, Business Mgmt. (5)
Douglas Nakamura, Maint. Indust. Cntrl (5)
John Flynn, Sys. Test (5)
Freeman F. Hines, Operations (5)
Frank Dellamura, Advanced Aircraft Sys. (5)
George Wegler, P.A. TV/Audio Visual (5)
Robert V. DiMarco, Corp. Sys. (5)
Thomas Rozzi, Personnel Mgmt/Staff (6)
Mary McGee, Food Service (6)
Carl J. Boeje, Elec. Install. (6)
Harold B. Austin, Elec. Install. (6)
Richard F. Arpen, Structures (6)
William Fitzpatrick, Matl. Hand./Storage (6)
John Lang, Repair Cntrl (6)
Frank L. Downs, Matl. & Log. Mgt/Staff (6)
Robert Hodge, Ops. Mgmt/Staff (6)
Michael J. Klem, Trans-Ops. (7)
Lewis Shiminski, Trans-Ops. (7)
Alfred Weber, Flight Ops. (7)
Mariano Rannazzisi, Flight Dev. Ops. (7)
Arthur Bolomey, Matl. Coord. (7)
Harold Dorr Jr., Prod/Comm Est. (9)
Harold R. Brown, Gulfstream III (9)
Elias A. Theodoratos, QC Quality Eng. (10)
George G. Smith, Plastic/Plaster Tooling (11)
John Szymanski, Plastic/Plaster Tooling (11)
George Murch, Maint-Rearrangement (12)
Philip Palter, Elements & Mat. Test Lab (12)
Charles Kunz, Specifications (12)
Arthur Schilling, Meas. Stds. (12)
Richard Nemec, Meas. Stds. (12)
Peter Zazzi, Electronic Test (14)
James McNulty, Hydraulics (14)
William Fusi, Hydraulics (14)
Frank Spies, Hydraulics (14)
John Hussey, Simulation (14)
Bette A. Skou, Repro Servs. (15)
George Kegney, ILS Tech. Writ. (15)
Michael Keravich, ILS Tech. Writ. (15)
Erik A. Eriksson, ILS Tech. Writ. (15)
Robert J. Heuschneider, ILS Tech. Writ. (15)
Cabell M. Turner, ILS Tech. Illus. (15)
Anthony G. Mauro, ILS Tech. Illus. (15)
William J. Barry, ILS Tech. Illus. (15)
Robert A. MacInness, Rec. Insp-Gen. (17)
Nick Giammarinaro, Trans Office (20)
Peter Busko, Trans-Ops. (20)
Allen E. Clark, B/P Warehouses (21)
Charles Mongelli, MFG Program Mgt. (25)
Alvin F. Card, Prog. Matl. Mgmt. (25)
Alexander J. Williams, Subcontractor Surveil. (25)
Dominick Guzzo, Cntrls & Mech. (25)
Robert J. Chalus, Struct. Test (25)
Paul Bell, Struct. Anal. (25)
Lawrence Feliu, Reliability (25)
William V. Reilly, Prog. Contracts (25)
Bernard Farber, Prog. Manage E-2 (25)
Walter Nikles Sr., Config. Data Mgmt (25)
Donald Callahan, Proc. Financial Cntrls (30)
Mary Malenovsky, Repair Cntrl. (30)
Kenneth Anderson, Sm Bus/Min. Bus. Office (30)
Richard N. Coyer, Tech. Reqt. (30)
Thomas Dwyer, Contract Revenue (30)
Charles Dougherty, Matls. Accounting (30)
Gerald Mehrab, Supplier Cntrl. (30)
Richard J. Thomesen, ILS Commod. Cntrl. (35)
Rosina Fortgang, Food Service (35)
Romolo DiMaggio, Contour Devel. (35)
Francis Ortolani, Software Sys. Ops. (35)
Michael Rossi, Sys. Sciences (35)
Leslie Becker, Sys. & Cntrl. (35)
Helen Greiff, Secretarial Services (35)
Harold Lyons, Log. Services (35)
Theodore Ho, Prog. Qual. Mgt. (35)
John Harriman, Ops. Qual. Mgmt & Admin. (35)
Edward Eickmeyer, Prog. Contracts (35)
Wynne M. Trenholme, Instruct/Anal. (39)
Robert V. Bures, Financial Cntrl Prog. (40)
John C. Komst, MFG Prog. Plnng. (40)
Meyer Mazon, ILS Mech. Eng/Des (40)
Martin Brooks, ILS Elect. Pack. (40)
Thomas Jaworski, ILS Elect./Elect Eng. Mt (40)
Felipe Martinez, Tech. Reqt. (40)
Barnett Behrenfeld, Elect. Des. & Devel. (40)
Edward Phillips, Eng. Resources (40)
John Peck, Prog. Contracts (40)
Octave Jackovich, Indust. Safety/Hygiene (43)
John J. Caso, Mech. Detail & Fin. (43)
Charlton Clark, Prog. Mgmt (43)
Anthony J. Linardos, Business Plnng.
Anna DeRiso, Elect. Wire Prep. (44)
Theodore W. Mann, Elect. Cable Fab. (44)
Gerald Cardile, Corp. Instr. Sys. (45)
Clifford Schilling, Mfg. Plnng. (66)
Albert Ortiz Jr., F-14 AFT Sect. Assy. (77)
David Lozinski, GSFC-Mission Ops. (84)
Louis Perotti, Electro-Mech. Lines (86)
Fred Rutledge, Engineering (88)
Frederick Scadin, Structures (89)
Charles S. Schwartz, Air Frame Sys. (94)

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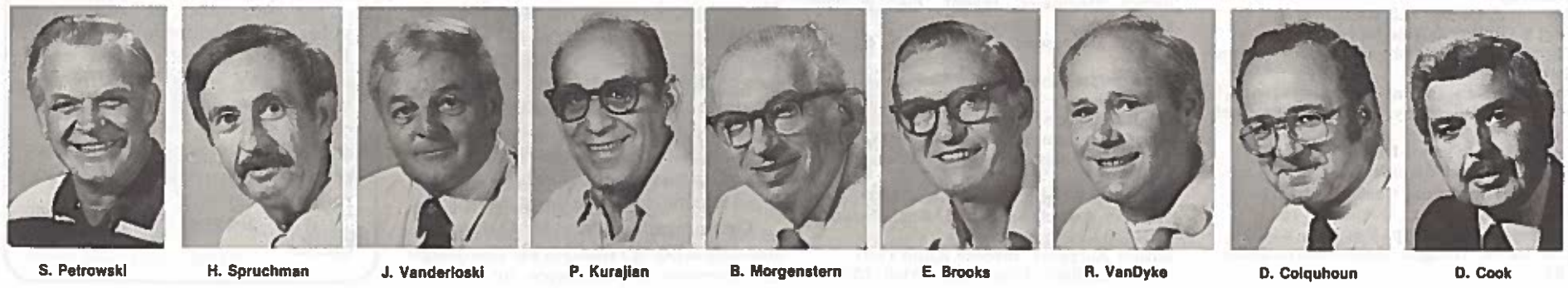


S. Petrowski | H. Spruchman | J. Vanderloski | P. Kurajian | B. Morgenstern | E. Brooks | R. VanDyke | D. Colquhoun | D. Cook

R. Nahodyl

J. Stadnicki

W. Clough

E. Bruns

E. Ferris, Jr.

S. Wiercinski

K. Watjen

R. Kline

H. Breul

service milestones

August

James R. Kingery, Repair Cntrl (1)
Girard McKenna, ILS Mech. Eng/Des (1)
Ralph T. Muoio, ILS Elect. Pack (1)
Adolph Sirico, ILS Commod. Cntrl. (1)
Guido J. Piediscalzi, ILS Verif. & ILS Supp. (1)
Alex Ledereich, ILS RF/Cntrls. (1)
Thomas J. Marinus, ILS Supply Ops. Proj. Mgt. (1)
David Russell, Est. Resources (1)
Jules Harris, Small Parts Fab. (2)
Benjamin A. Mendes, Wing Inner Panel & Combo (2)
Glen W. Dorch, Fuselage Joining (2)
Cole Rogers, Fuselage Joining (2)
Roger Ng, E.B. Weld Prod. (2)
Stephen Scheick, Mfg. Resources (2)
Anthony Provenza, Prod. Cntl-Parts Cntrl. (2)
George Raevsky Jr., Jigs & Fixtures (2)
Reno Napoli, Prod. Eng. (2)
Helmuth Eckert, Templates (2)
Edward Futterer, Mech. Proc. Eng. (2)
Joseph Mileschuk, Jigs and Fixtures (2)
Louis Riedell, Comp. & Adhesives (2)
Joseph L. Rizzacasa, Mfg. Sched. (2)
Sheldon Feitlin, Mfg. Sched. (2)
Edward Siciliano, Food Service (2)
David Schrader, Food Service (2)
Steve Voulgarakis, Router & Shear (3)
Amos Johnson, Press (3)
Charles B. Brown Jr., Convent. Mach. (3)
Martin Dennington, Convent. Mach. (3)
John E. Yander, Convent. Mach. (3)
George Wright, Convent. Mach. (3)
John Hooper, Assemblies (3)
Walter Deibel, Assemblies (3)
Archie Faulk, Major Assy (3)
Bob Kasten, Wing Final Assy (3)
Robert McCall, Honeycomb Final (3)
Frank Demeo, Maint Wast Dispos & Grond (3)
Ralph E. Broomfield, Veh. Liaison Eng. (3)
Alfred Reinhardt, Sys. Test/Flt Integ. (4)
John Simmons, Prod. Supervision (4)
Harvey Fromer, Training Sys. Prog. (4)
Robert J. Conover, Convent. Mach. (5)
Casimir Kinkel Jr., Instr. Test (5)
Arthur S. Thompson, Instr. Test (5)
Simon Yogis, Mech. Struct. & Proto (5)
Daniel Settoducato Jr., Final Assy Struct. (5)
John W. Baur, Avionics Test (5)
Roger V. Toole, Advanced Proc. Mgt/ Staff (5)
Silverio J. Conte, ILS RF/Cntrs (5)
Paul E. Haller, Office Mgmt. (5)
Thomas L. Abbandandolo, Maint-Rearrangement (5)
John Whelan, Maint-Rearrangement (5)
William A. Beardsley, Software Sys. Tech. Dev. (5)
Daniel Pliskin, Bus. Dev. Mgt/Staff (5)
William Wilson, Mgt/Staff (5)
George Thompson, Cust. Reqts (5)
Walter J. Boyce Jr., Corp. Sys. (5)
Gunter Georgi, Corp. Sys. (5)
Charles K. Hedges, Maint-Rearrangement (6)
William Erickson, Repro Servs. (6)
Joseph DeGirolamo, Fluids (6)
Philip DeLuca, Fluids (6)
Raymond Mertz, Fluids (6)
Joseph Griffin, Fluids (6)
Ben Licardi, Fluids (6)
Ernest Olsen, Elect. Install. (6)
William Fallon, Elect. Install. (6)
Michael J. Farsi, Elect. Install. (6)
Roy J. Klabo, Elect. Install. (6)
Ernest Maggi, Support (6)
Kenneth F. Williams, Methods Elect. Tech. Sys. (6)
Kenneth F. Zeman, Jigs, Details & Sub. Assy (6)
Alexander Gordon, Elect. & Mech ILS Supp. (6)
Ivan Frankel, ILS Elect. Eng. (7)
Anthony Iovino, Specifications (7)
George Kallmeyer, FTT Sys. (7)
Joseph T. Pugsley Jr., Flight Dev. Ops (7)
Edward B. Briggs, Elect. Fab. (7)
Barry LaVallee, Elect. Lab Mgmt. (7)
Joseph Corallo, Assy Method & Plnng (9)
Kenneth Itchkow, Advanced Plnng (9)
Walter Kuklinski, Prog. Matl. Mgmt. (9)
Allan Westcott, Q.C. Quality Eng (10)
Freddie Rivers, Maint-Rearrangement (12)
Gerard Broome, Maint-Rearrangement (12)
Wilton L. Wells, Maint-Facil Equip & Gen (12)
Bernard Monte, Meas. Stds. (12)
Joseph Bizzaro, Meas. Stds. (12)
Mildred A. Mitchell, Repro Servs. (15)
Eileen Weber, Repro Servs. (15)
Anthony Romeo, ILS Tech. Writ. (15)
Lawrence Yunker, ILS Tech. Writ. (15)
Marion Baldwin, ILS Tech. Illus. (15)
William F. Chase, ILS Pubs Cntrl. (15)
Charles Dohrenwend, Central Shipping Handling (17)
Carl Fortin, Receiving Insp-Gen. (17)
James Cribbins, Trans-Ops (20)
William Pells, Trans-Ops (20)
Era Williams, Warehouses (21)
Robert Deferrari, Supp. Asset Cntrl (21)
William Sitzabee, Rec-Insp-Mach Parts (24)
James McClelland, Land Gear Carrier Suit AB/ARM (25)
Vincent Jambrone, Safety & Maintainability (25)
Gondolfo Gallegro, Antennas & Radomes (25)
Joseph Vaccaro, Electromech. Des. (25)
Gloria Geist, Financial Op/Secretaries (25)
Lewis Smith, Nuclear & Astrophysics (26)
Kathryn Willsey, Employment (28)
Joan DelGaudio, P.F. & P Mgmt/Staff (30)
Gloria Grey, Procurement Servs. (30)
James Stegmeier, Invent. Plan & Anal. (30)
Sharon Lenardo, Invent. Plan & Anal. (30)
George Immerso, Invent. Plan & Anal. (30)
Charles Wilson, Reqts. Plnng (30)
Joseph Syracuse, Gen. Subcontracts (30)
Edmund Marmurowski, Prog. Matl. Mgmt. (30)
Thurman Wright, Fac. Admin. (30)
Herbert Averell Jr., Elect. Eng. Pwr/Ctrls (30)
Esther Kargaver, Invoice Audit (30)
Frank Scudieri, Cont. Cost. Anal. (30)
James Minsky, Est. Resources (30)
Roger McCrosson, ILS Admin. (35)
Robert J. Costa, Contour Devel. (35)
Robert Maher, Struct. Test (35)
Jerome Kohn, Aerodynamic Des. (35)
Joseph Rosen, Loads & Criteria (35)
Lawrence Kutin, Reliability (35)
Henry Hrbek, Standards (35)
Vincent Parrinello, Standards (35)
Mark Siegel, Sys. Eng. Mgmt/Staff (35)
Michael Nastro, Field Ops. Serv. (35)
Mariano Maranzano, QC Quality Eng. (35)
Winifred Fyrster, Prog. Contracts (35)
Renus Egloff, PPO-A-6 (40)
Arthur Grill, ILS Reqt. Def. (40)
Michael Fenimore, Tech. Reqt. (40)
Mario Obertis, Eng. Resources (40)
William Snyder, Eng. Resources (40)
Robert Remis, A/C Sys. Serv. (40)
Roland Nadeau, QC Quality Eng. (40)
Stephen Mihok, Config. Data Mgmt (40)
Patricia Gillespie, Config. Data Mgmt (40)
James Clarke, ILS Verif & ILS Supp. (43)
Henry Conkling Jr., Standards (43)
Frank Zimmerman, Mech. Struct. & Assem. (43)
Michael Carfora, Elect. Final Assy. (43)
Joseph Pluchinotta, Avionics Sys. Test (43)
Fred Williams Jr., Avionics Sys. Test (43)
Lawrence Sehringer, Methods Eng. A/C (43)
Russell C. Wells, Methods Eng-GSE (43)
Donald Reediger, Elect. Harn Fab. (44)
Andrew Gercke, Elect. Box & Pan Fab. (44)
Gordon Squires, Insp. Elect. (44)
Roger Beshara, Receiving Insp. (44)
Martin Dvorkin, ILS Training Sys. Eng. (45)
Henry Patterson, CH-53E Assembly (77)
William Chandler, Elec Sub Assy (77)
Richmond Porter, A/C Sys. Serv. (79)
Harry Wajsgras, GSFC-Mission Ops (84)
Eugene Terkelson, Structures (89)

Blood donations begin

The first blood donations under Grumman's revamped program for Long Island installations will take place on Monday and Tuesday, August 18 and 19, in the Plant 5 cafeteria. Some 700 people have promised to donate blood during these two days.

"We believe we have come very close to our objective of providing a simple and convenient way for each of our nearly 10,000 pledges to donate blood." Blood Program Chairman Dave Walsh explains that, "the best mechanical system in the world will not be the measure of our success. Spirit, and a true desire to give are absolutely essential."

The program will depend on the unit coordinators to make the system work. Those who pledge to give blood will have received donation cards several weeks before they are scheduled to give. But coordinators will also remind them of their pledge on the day their unit is to donate.

The new drive gets help from a computer program the Personnel Department set up to schedule the donations and keep score. In addition, new donation sites have been established to make it as convenient as possible for the greatest number of donors. The Plant 5 donation will be the first at the several new blood donation sites which will be used during the year-long campaign.

Grumman's drive is the spearhead of a Long Island-wide campaign to decrease dependence on "Euro-blood". Nearly 40 percent of the blood supplied to metropolitan area hospitals has to be purchased by the Greater New York Blood Program from surplus European donations.

Gold star

Grumman's Milledgeville, Georgia, plant is a shining example of how much a blood drive contributes to the community.

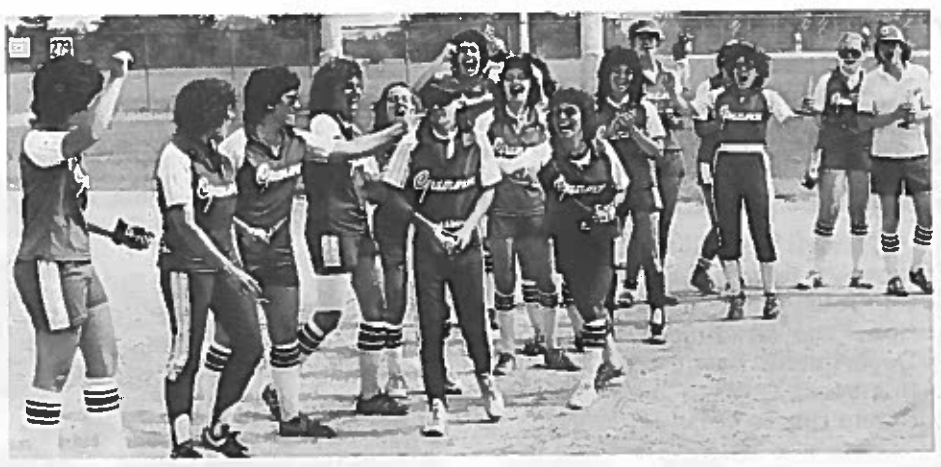
On April 11, their first donation day this year, the Grummanites there donated 104 pints of blood to the local Red Cross. The day before, a drive held throughout the Macon County area, where Milledgeville is located, netted 40 pints of blood.

While it's the convenience of giving blood on the job which gives drives held in the workplace the potential for success, the employees make it succeed.

In the case of Milledgeville, for example, Barbara Friddell, the plant's blood drive coordinator, says, "Until now, we were only able to hold our drives during the day. Still, some of our people from the night shift would come in to make donations.

"We always make our quota."

Varsity wins Metro, ticket to Nationals



Cleveland, Tennessee look out. The Grumman women's varsity softball squad is ready to take on all challengers at the National Industrial Championship Tournament in your town over the Labor Day weekend.

Over the past few years, manager Ken Kretschman has been building a formidable team to represent Grumman on the industrial circuit. "In the past, the varsity was more of a social club than a competitive squad," reflects one varsity veteran.

That's all changed now. There's still a lot of fun though — in winning. The Grumman varsity annihilated all Long Island industrial teams this season, and finished with a 14-0 record in regular season play. The icing on the cake came when the Grumman women swept the Metro Industrial Tournament in three games on July 9-10, at Cantiague Park in Hicksville.

Full attack

The Grummanites smacked 54 hits; their opponents managed to muster a mere seven. While 38 Grumman runners crossed home plate, only one opponent was allowed to circle the bases against the mighty Grumman defense.

In the first game of the Metro, the scoreboard read Grumman 15; Michelin 0. Grumman carded 19 hits, with Pat Davis, Linda Schrage and Karen Parvinello slugging three hits apiece. The team played flawless defense.

Pitcher Susan Fisher had a no-hitter going until the bottom of the last inning. With two outs, a lucky opponent connected for a single.

Grumman tries harder

Avis drew the unlucky card in the next game. Grumman blew them off the diamond by a score of 9-0. Joan Coady and Davis went three-for-three at the plate; Schrage contributed three RBIs. Coming off the bench, Vicki Kral, Peggy Sticco, Diane Matzinger and Terry Vetter helped contribute to the second Grumman victory.

In the championship game, Grumman again humbled Michelin; this time by a score of 14-1. Davis, Bonnie Dressler, and Coady each had three hits. Dressler also led the attack with four RBIs, while pitcher Coady neatly pitched a three-hitter.

Talented bunch

Leftfielder Pat Davis was honored by the Metro tournament committee as the championship's Most Valuable Player.

Davis started working at Grumman during mid-season last year. Though unable to play for the varsity in '79, she was already playing on three teams in open competition.

Teammate Robin Fey lauds Davis as "an all-round top caliber player who can do it all, defensively and offensively." Davis shuns this praise, by saying "Grumman fields a very strong team compared to other Industrial squads I've seen. Many players can fill a variety of slots. It gives them depth other teams just don't have."

Though industrial teams are limited to only employee players, Grumman can stand on its ground with many talent-heavy teams in the open competition, many of the Grumman players believe. The squad has played in several open tournaments on the Island this year in preparation for the Metro tourney. The skill sharpening paid off handsomely. The Grumman women have a ticket to the National competition in Tennessee.

Stats

The varsity is ready, too. They travel to the Nationals, undefeated. Team batting average tallied to .472. They scored a record 184 runs, while giving up only 25 runs. RBI champ was Davis with 26 runs. Robin Fey led the team in runs scored with 23.

Batting champion for Grumman was Davis with her .585 average. Other team batting averages were: Fay (.565), Parvinello (.549), Diane Barnes (.533), Ellen Swicord (.487), Dressler (.475), Coady (.465), Schrage (.410), and Debbie Bianco (.405). Although Lorraine McCormack was at bat only seven times this season, she collected five hits for an average of .714.

It's not a sign of pessimism, but some varsity players admit that their competition this year was not as keen as the squads they will face in Tennessee. "We've got the talent and the competitive edge to definitely improve last year's standing (20th in the nation)."

Completing the season on Long Island with an undefeated record, another team might sit back and wait for Labor Day. But the Grumman team is seen practicing at least two nights a week.

No longer a social club, the Grumman varsity team considers itself as builders of a winning tradition. They don't plan on being blown off the field in Tennessee. They get a kick out of winning.

Autumn tourneys begin Sept. 17

If you enjoy a good game of horseshoes, paddleball or handball, your day in the sun is near at hand. The annual tournaments for these three sports are slated to begin on Monday, September 17.

Those competing in handball and paddleball from the Bethpage complex will travel to the Bethpage Community Park for tourney encounters. Horseshoe players will meet at the pits on the north side of Plant 3. Entrants from Great River and Calverton will meet at their own sites.

To be eligible, you must register with the Grumman Recreation Department by Friday, August 15. Horseshoe and handball enthusiasts may enter singles and doubles competition; only doubles teams may register for paddleball.

All those interested in these events must fill out the accompanying form on this page and mail it to Recreation, mail stop A-01, so that it arrives no later than Friday, August 15.

Autumn tourneys

☐ Horseshoe — single
☐ Horseshoe — doubles
☐ Handball — single
☐ Handball — doubles
☐ Paddleball — doubles

Name .....

M/s ..... Ext .....

Partner .....

M/s ..... Ext .....

Mail to Recreation, A-01, to arrive by August 15

scorecard

Holiday hiatus

Though it is still in the heat of summer, now is the time to plan for your year-end holiday vacation. The Grumman Recreation Department has two offerings this year, a trip to Bermuda and a train ride to Orlando, Florida.

Here's a quick rundown on these vacation packages:

Bermuda — Leave on December 26 and return on January 2, 1981. This excursion costs $747 per person based on single occupancy per room; $579 for double; and $550 per person for triple. First child under 12 years (sharing a room with two adults) will be charged $211; second child under 12 years old will cost $357. Included are: round-trip transportation; all departure taxes, gratuities, hotel taxes, eight days/seven nights accommodations at the Belmont Hotel, welcome and farewell rum swizzle parties, New Year's Eve party, boat cruise that includes lunch, unlimited greens' fees on the Belmont Golf Course, unlimited daytime tennis/pool. Sign-up takes place on Tuesday, September 9, at 5:30 p.m. in the Grumman Recreation building auditorium. A $100 deposit per person is required at this time.

Disney World - December 27 to January 4, 1980. Travel to Orlando, Florida via Amtrak. Included in this package are round-trip transportation; six nights at Holiday Inn - East (three miles from Disney World); seven days rental of Avis car; all hotel and auto rental taxes. Prices are as follows: children aged 2-11, $79; 12-21 years old, $119; Adults based on car rental: economy, $309; compact, $329; intermediate, $339; full size, $349.

Sign-up for this trip is on Monday, September 8, in the new Recreation building on South Oyster Bay Rd., at 5 p.m.

For more information on these two year-end trips, call Ellen Drasser, Ext. 2133.

Double eagle

There was a little excitement recently when the Grumman Blue Golf League took to the fairways.

Tom Fitzgerald of Instrumentation, Plant 5, had one of golf's rare thrills. He carded a double eagle two on the 469-yard par-5 sixth hole of the Yellow Course at Bethpage State Park. Tom accomplished this noteworthy feat with a driver and a seven iron.

High rollers

There's a special bus leaving Plant 3 on Tuesday, August 19, bound for Resorts International's Casino in Atlantic City, N.J. Grumman Recreation invites all Grumman employees, retirees and their friends to this all day outing.

For only $20, travellers get a round-trip bus ticket, lunch, admission to the Mickey Finn Variety Show and a box of taffy. For more information, call Recreation, Ext. 2133 or 2269.

Easy riders

The newly formed Grumman Motorcycle Club is ready to take to the road. At its first full scale meeting on July 15, Grummanites from Bethpage to Calverton gathered.

Joined by interested family members, Grummanites had the chance to hear safety reports from the Nassau and Suffolk counties' Police Departments.

The club is open to all Grumman employees and their families. Interests range from touring to learning how to ride a cycle.

The next meeting will be held on August 21 at 8 p.m. at the Howard Johnsons restaurant, Exit 64 off the Long Island Expressway. For more details, call Bob Coutieri, Ext. 4828, or Karl Mann, Ext. 7403.

Can you canoe?

Jean Maslak of Plant 8 Production can certainly handle a canoe. Last month, she and 110 other canoeists entered the Great Peconic River Canoe Race. Only one other racer beat Jean across the finish line five miles away. Of course, Jean had a Grumman canoe.

Mets tickets

The final Grumman night at Shea Stadium takes place on August 22, when the New York Mets go against the Los Angeles Dodgers at 8 p.m.

Recreation is now selling tickets for $5. For $2, you can get round-trip bus transportation from Plant 3 to Shea. For more information, call Recreation, Ext. 2133.

Gourmet trip

Everyone is invited to the Culinary Institute in Poughkeepsie, N.Y., on November 25 for a gourmet meal. Grumman Recreation is sponsoring a special one day bus trip to this site which trains the future chefs of America.

In addition, the Vanderbilt Mansion and Franklin D. Roosevelt's home will be visited. Price for this one day outing is $30 per person. Included are: bus transportation, Vanderbilt Mansion tour and the Roosevelt home tour.

For more information, call Ellen Drasser of Recreation, Ext. 2133.

Golden keglers

Teams, consisting of two male and two female bowlers, are now being formed for the Gold Mixed league. The new season starts in September on Wednesday evenings at 6:30 p.m. at County Line Bowl in Farmingdale.

If you're interested in joining this league, call Gene Harms, Ext. 9697 or John Klaus, Ext. 115-6035.

Hole-in-one

Charlie Schwalbe of Plant 30 recently carded a hole-in-one at the Bethpage State Park. While playing with his wife, Charlie used a five wood on the 170-yard fourth hole of the Yellow Course to register his hole-in-one. Congrats, Charlie!

Though they continue to rack up points, members of the golf varsity team did fall into some traps recently.

Mixed Pinehurst

On Wednesday, July 23, Ed Andrews and Helen Greiff combined forces to win Mixed Pinehurst No. 2. They shot a 42 on the Bethpage State Park's Blue Course, to lead the pack of 60 golfers.

Next and final Pinehurst is slated for August 20. Call Mike Cherry of Recreation to register on Ext. 2133.

GRUMMAN plane news

Vol. 39, No. 16, August 8, 1980. Bethpage, N.Y. 11714

ADDRESS CORRECTION REQUESTED

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